

A DIVIDED CORONER'S JURY.

Three of Them For the Company and Three
For the Section Boss.

A VERY POOR SHOW FOR JUSTICE

**The Verdict in the Chatsworth Case
Still Hanging Fire—A Serious
Wreck on the Baltimore
& Ohio.**

Will Summon More Witnesses.
CHATS WORTH, Ill., August 17.—[Special Telegram to the BEE.]—The coroner's jury met this morning and decided to summon more witnesses. Station Agent Mason at Piper City and Roadmaster Ennis will be examined. Some members of the jury want to see if any blame can be attached to Mr. Mason, whose attention was called to the fire on the track early on the night of Wednesday, August 10. It also wants to

Ing Coughlin. The jury is evenly divided on the form of the verdict. D. Shaw, a farmer, W. W. Sears, postmaster, and J. R. Blinham, a farmer, want to bring in a verdict that the seventy-seven persons came to their death by an accident which occurred two and a half miles east of Chatsworth; that the accident was caused by the burning of a bridge, which was entirely burned away when the train reached it, and it caught fire through the carelessness of the engineer.

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PHOENIA, August 17.—The board of railroad and warehouse commissioners was enraptured today in hearing the testimony of numerous persons who were on the train that was wrecked, but no important facts were elicited. A largely attended memorial meeting was held in the afternoon, at which resolutions and lengthy resolutions adopted demanding the closest investigation into the causes of the disaster. The board of commissioners in the Chatsworth disaster, sympathy was extended to all upon whom suffering has been visited by the disaster, and appreciation of the good work of the railroad in its results and succoring was acknowledged.

Another Frigihful Accident.
WASHINGTON, August 17.—(Special Telegram to the BEE.)—Another frightful accident occurred on the Baltimore & Ohio road this mornning and the limits of the city. As the Cincinnati and St. Louis express train, which was carrying a large number of passengers, was rounding into the "Y" at a rate of speed approximating forty-five miles an hour, the

engineer discovered that the air brakes would not work. Before the engine could be slackened up the train had left the track and went crashing into a building which stood near. The scene of the accident is one of the utmost desolation. Scarcely a piece of the engine can be recovered.

The signal tower is a total wreck and two houses are converted into piles of ruined building material. It is impossible to ascertain at this writing just what the casualties are. The engineer and firemen are dead and several of the passengers are said to have lost their lives. At least twenty are seriously injured. It is believed that there are many more under the wreck. Every attempt is being made to get the wreckage blocked off by a crowd of people, all eager to see what is going on. This makes it exceedingly difficult to ascertain any of the particulars. The place where the accident occurred seems

The accident to the Baltimore & Ohio railroad in this city to-day was in some respects one of the most peculiar ever recorded. Three passenger coaches were entirely

them was completely buried under the debris of a three-story building which fell upon it. And yet not a single passenger was killed outright and the number seriously injured was very small indeed, under the circumstances. The three-story building, which the switches are operated was this morning a three-story brick building. To-night there scarcely a single brick in its original position. If the building had been purposefully demolished it could not have been surpassed more effectively. The boiler house stood near the switch where the engine was overturned, was painted from ground to roof with yellow mud blown up by the escaping steam. The spot where the accident

one of the most disastrous places along the center line of this unfortunate road. The accident occurred only a few months ago, and the company last week settled the last claim about that accident. Within the past few years there have been a number of similar affairs in the same locality and the people of Washington have at last determined that this part of the road must be immediately repaired. Adequate steps are being taken to this end. As a consequence, the commissioners have begun a rigid investigation, and the company will be compelled to adopt some better plan to enter the city.

Louis, Chicago and Cincinnati express trains on the Baltimore & Ohio, which was derailed here this morning, in which all the ears except the sleepers were badly smashed. The engine and the first two passenger cars were killed. The fireman was badly scalded, and fifteen passengers seriously injured. Great confusion prevails at the scene of the wreck and there is much difficulty in learning the names of the dead and wounded passengers. The accident was caused by the brakes not working, which caused the train to run from the track and into a signal tower.

A Cannon-Ball C L I s on.
DODGE CITY, Kan., August 17.—The cannon ball train on the Union Pacific, due here this morning at 4 o'clock, ran into the rear of a freight train standing on the main line in the yards, derailing and tearing into splinters the caboose and three cars. Freight conductor J. N. Elliott, from Warburton, Ore.,

Dastardly Attempt at Train Wreck
ST. LOUIS, August 17.—A diabolical attempt was made to-night to wreck the outgoing passenger train on the Ohio & Mississippi in the outskirts of the city by driving two coupling pins in the frogs. An engine was backing through the yard just before the due of the train, and before the obstruction. The track at this point is on a high embankment and much loss of life would follow a wreck.

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the form of the verdict. D. Shaw, a farmer, W. W. Sears, postmaster, and J. J. Bling, a hawker, a tanner, went to bring in a verdict that the seventy-seven persons committed to their death by an accident which occurred two and a half miles east of Clatsworth; that the accident was caused by the burning of a bridge, which was entirely burned away when the tann reached it, and it caught fire through the carelessness of Timothy Coughlin, section foreman, and one of the company's agents, who acted in positive disobedience of orders. P. L. Coe, a hardware merchant and grocer, H. C. Turner, a coal and grain dealer, and C. O. Turner, a retired farmer, all of Clatsworth, were

double-header. They think the train was too heavy and they want to say so. Coroner Long, of Pontiac, is with the company. He is an apparently honest but easy-going gentleman, who feels under obligations to the road for passes Attorney Stephens gave away and bribes

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Another Freight Train Accident.—WASHINGTON, August 17.—[Special Telegram.] A passenger train and a freight train collided on the Baltimore and Ohio road this morning within the limits of the city. As the Cincinnati and St. Louis express train, which is due here about 6 a. m., was rounding into the city at a rate of speed approaching 40 miles an hour, the freight engineer discovered that the air brakes would not work. Before the engine could be slackened up the train had left the track and was crashing into a building which stood in the way. The result of the accident is one of the utmost desolation. Scarcely a portion of the engine can be recovered. Several cars are entirely demolished. The signal tower is a total wreck and two houses are converted into piles of rubble. The freight train was carrying 200 tons of material. It is impossible to ascertain at this writing just what the casualties are. The engineer and fireman are dead and several of the passengers are seriously injured. The lives of twenty are seriously injured. It is believed that there

approach to the scene of the accident is blocked by a crowd of people, all eager to see what is going on. This makes it exceedingly difficult to ascertain any of the particulars. The place where the accident occurred seems to be the most fatal spot on the Baltimore & Ohio railroad. Within the past three years five or six accidents have occurred there, each of which was attended with more or

A PECULIAR WRECK.
The accident to the Baltimore & Ohio railroad in this city to-day was in some respects one of the most peculiar ever recorded. Three passenger coaches were entirely demolished, and in addition to this one of them was completely buried under the debris of a three-story building which fell upon it, and yet not a single passenger was killed outright and the number seriously injured

stances. The signal tower from which the switches are operated was this morning in a three-story brick building. To-night there scarcely a single brick in its original position. If the building had been purposefully demolished it could not have been razed more effectively. A red brick house, which stood adjacent to the tower, was this morning overturned, was painted from ground level, and its roof with yellow mud blown up by the escaping steam. The spot where the accident occurred was in the "Y." This has been one of the most disastrous places along the center line of this unfortunate road. A serious accident occurred there only a few

settled the last claim under that accident. Within the past few years there have been number of similar affairs in the same locality and the people of Washington have at last determined that this sort of the road must

materially improved. Active steps are being taken to prevent such accidents in the future. Passengers have begun a rigid investigation, and the company will be compelled to adopt some better plan to enter the city.

It was reported that a passenger from St. Louis, Chicago and Cincinnati express train on the Baltimore & Ohio, which was here this morning, in which all the cars were crowded, was derailed by a broken axle. Engineer Hamilton Brosius and two passengers were killed. The fireman was badly scalded, and the passengers seriously injured. The cause of the accident was possibly a great confusion prevails at the head of the wreck and there is much difficulty in learning the names of the dead and wounded. The cause of the accident is not yet known. It breaks not working, which caused the train to run from the track and into a signal tower.

Among the injured, who number nine, hardly almost all been taken to the Providence hospital.

The Chicago and Cincinnati sleepers did not leave the track.

LATER—Only one person was killed in the railroad wreck this morning.

A Cannon-Ball Collision.

DOUGLAS CITY, Kan., August 17.—The cannon ball train on the Union Pacific, due here this morning at 4 o'clock, ran into the rear of a freight train standing on the main line in the yards. The collision was so violent that it splintered the caboose and three cars. Freight Conductor J. N. Elliott, who was in the caboose, was fatally injured.

Dastardly Attempt at Train Wreck.

ST. LOUIS, August 17.—A diabolical

going passenger train on the Ohio & Mississippi in the outskirts of the city by driving two coupling pins in the frogs. An engine walking through the yard just before the train was due discovered and removed the obstruction. The track at this point is on a high embankment and much loss of life would follow a wreck.

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